(1)	(2)	(3)
Diesel (HSD Oil only)	1.76 Million kilolitres.	6.4
Electricity	6.18 Billion Kilowatt hours.	2.7

New Delhi Station Chokes as Officials Squabble

1219. SHRI KRISHNA KUMAR BIRLA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government's attention has been drawn to a press news-item captioned "New Delhi Station chokes as officials squabble" as reported in the Pioneer dated the 5th February, 1993;

(b) if so, whehter Government have contemplated any concrete measures to decongest the New Delhi Railway Station;

(c) whether the modernisation and expansion of New Delhi and Old Delhi Railway Stations have been taken up by Government; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA) : (a) and (b) Yes, Sir.

(c) Modernisation and expansion of New Delhi Railway Station has already been taken up. At Old Delhi Railway Station additional capacity for handling Broad Gauge trains is becoming available with the proposed conversion of Delhi-Rewari-Jaipur line from Metre Gauge to Broad Gauge.

(d) Does not arise.

Losses Incurred on non-remunerative Trains

1220. SHRI SUNDER SINGH BHANDARI : Will the Minister of RAILWAYS be pleased to state :

(a) the number of non-remunerative trains zone-wise which are being run for socio-economic considerations and for political reasons; together with the break-up of the losses incurred on them in 1991-92 and 1992-93; and

(b) what progress has been made in introducing Rail Bus Services, the routes zone-wise ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA) : (a) Train-wise figures of expenditure, earnings and profitability are not maintained. However, on an overall basis, zone-wise losses for the years 1989-90 and 1990-91 (latest available) are shown in the statement attached (*See* Below).

(b) Procurement action has been initiated for five BG and five MG Rail Buses. The first prototype BG Rail Bus is likely to be supplied by April, 1994. The Tender for procurement of MG Rail Buses is due for opening in June, 1993.

The specific routes on which these Buses will be deployed will be decided after the successful trial run of the prototypes.

Statement

Losses incurred on non-remunerative trains
Zone-wise losses for the years 1989-90 and 1990-91

(Rs. in Crores)

Railway Zone	1989-90	1990-91
(1)	(2)	(3)
Central	81.96	21.16
Eastern	310.37	283.55
Northern	223.89	262.59